

## SR 520 Freeway Transit Station Usage Report Summary

August 2005

### Report Overview

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT and the transit providers, Sound Transit and King County Metro, determined that they needed to assess how current freeway transit stations along the SR 520 corridor were being utilized. This information—the origin and destination of transit riders—was identified as important information necessary to help the agencies evaluate the location and utility of potential future freeway transit stations. To meet this need, WSDOT conducted a survey of SR 520 freeway transit station users in order to understand the current usage, and received 790 completed surveys from this effort.

Surveys were distributed on an average weekday (Thursday, April 28, 2005) and included peak and non-peak time periods. Freeway transit stations and time periods were chosen based on whether seven or more people boarded busses each hour. Stations and time periods included:

- Montlake (eastbound): 6 a.m. – 6 p.m.
- Evergreen Point (westbound): 6 – 9:30 a.m., 3 – 6 p.m.
- Evergreen Point (eastbound): 3 – 6 p.m.
- 92<sup>nd</sup>/Yarrow Point (westbound): 6 – 9:30 a.m., 3:30 – 5:30 p.m.

The data from the completed surveys helps to clarify the current usage of freeway transit stations along the SR 520 corridor. It explores a number of important issues: Where are travelers going? Where did they come from? Why do travelers use these freeway transit stations? How did they arrive at the freeway transit station? How will they continue their trip at the end? WSDOT is currently using the survey data to study transit opportunities through the corridor.



### Key Findings by Station

Below are the major findings from the survey data for each of the freeway transit stations.

#### Montlake Freeway Transit Station – Eastbound

Those boarding in the *morning* generally were bound for Redmond, Kirkland, and Bellevue, and originated in City of Seattle neighborhoods such as Montlake, Capitol Hill, Fremont, University District, and Wedgwood/Ravenna. The most frequently cited trip purpose was regular travel to/from work (non-University of Washington), to companies such as Microsoft. Most morning users reached the Montlake freeway transit station via bus. Of those who accessed the station by bus, use of routes 43 and 48 was predominant.

Those boarding in the *afternoon* were generally bound for Redmond, Bellevue, Kirkland, Woodinville and Bothell, and mainly originated in the University District, with some trips beginning in and parts of downtown Seattle. The most frequently cited trip purpose was

regular travel to/from the University of Washington. Most afternoon users reached the Montlake freeway transit station via bus or walking. Of those who accessed the station by bus, use of routes 43, 48 and 271 was predominant.

#### Evergreen Point Freeway Transit Station - Westbound

Generally, those boarding were in route to Downtown Seattle or the University District. The most frequently cited purpose of their trip was as part of regular travel to/from the University of Washington. The station functions primarily as a transfer point. Of those who accessed the station by bus, use of the Route 311, 540 and 545 was predominant.

#### Evergreen Point Freeway Transit Station – Eastbound

Generally, those boarding at Evergreen Point freeway transit station accessed the freeway transit station via bus, highlighting the purpose as a transfer location.

More than half of eastbound boardings were part of regular travel to/from the University of Washington. Additionally, regular travel to/from work (non-University of Washington) was a common trip purpose, accounting for over a third of answers.

#### 92<sup>nd</sup>/Yarrow Point Freeway Transit Station – Westbound

Many individuals boarding at the 92<sup>nd</sup>/Yarrow Point freeway transit station were dropped off as their mode to access the freeway transit station. Another group of boardings accessed the station by way of a Downtown Seattle-bound or University District-bound bus.

Boardings were split as part of regular travel to/from the University of Washington, regular travel to/from work (non-University of Washington), and regular travel to/from school (non-University of Washington). Observed boardings on routes 982 and 986 were restricted to students in route to University Prep or Lakeside School.

### **Freeway Transit Station Environment**

Freeway transit station users were asked to identify both positives and negatives of the freeway transit station environment. The survey data showed that answers were the same regardless of the freeway transit station. The most frequently selected positive quality of the stations was “frequent service to my destination,” followed by “walking distance to my origin or destination.” The most common concern selected was “the waiting environment,” which included responses regarding noise levels, fumes, and station size.

***For more information or a cd of the report, please e-mail  
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Montlake Freeway Transit  
Station – Eastbound



Evergreen Point Freeway  
Transit Station – Westbound



Evergreen Point Freeway  
Transit Station – Eastbound



92<sup>nd</sup>/Yarrow Point Freeway  
Transit Station – Westbound